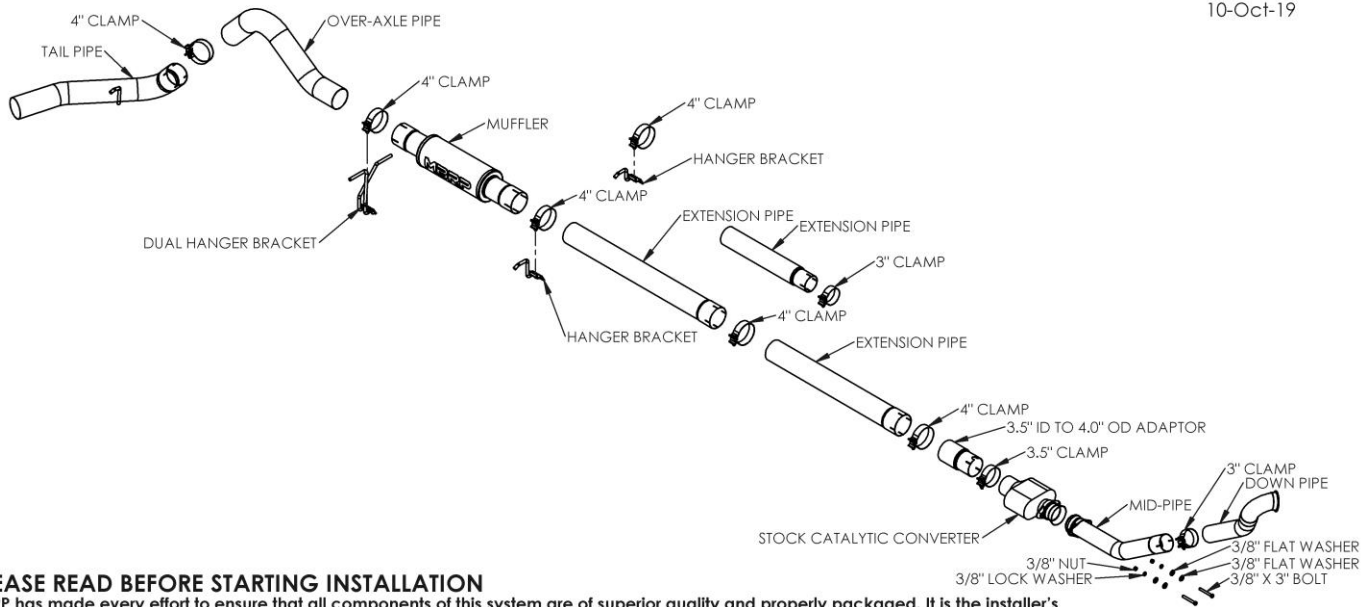


S6218P

94-97 FORD F250/350 7.3L POWERSTROKE, TURBO BACK, AUTOMATIC ONLY, 4" SINGLE SIDE

MBRP

10-Oct-19



PLEASE READ BEFORE STARTING INSTALLATION

MBRP has made every effort to ensure that all components of this system are of superior quality and properly packaged. It is the installer's responsibility to ensure that all components are present and fit together as shown. Please also ensure that all components are undamaged before removal of the factory exhaust. Finally, check that this system properly matches the make and model of the vehicle and will not interfere with previous or planned modifications.

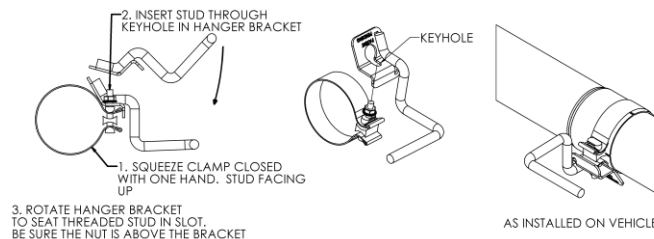
Removal of stock FORD system:

Note: will not work with manual transmission

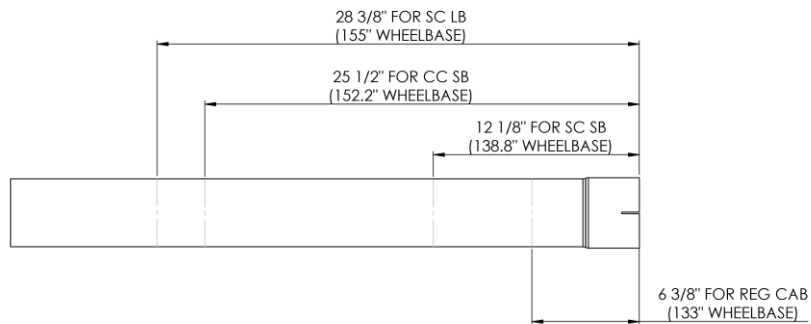
1. Loosen the nut on the band clamp located behind the catalytic converter.
2. Remove the muffler and tail pipe from the stock rubber hangers. Separate the stock exhaust at the slip joint located behind the catalytic converter and remove the muffler and tail pipe from under the truck. (The tail pipe may need to be cut to remove the stock exhaust)
3. Remove the catalytic converter by removing the two nuts holding the inlet flange together.
4. From underneath the vehicle cut the factory down pipe as high as can be reached safely. Cut the down pipe again, this time from above, as far from the turbocharger as safely possible. Remove the remaining piece of the down pipe from the turbo by removing the band clamp. Retain the band clamp for the installation of the new down pipe.

Installation of MBRP Performance Exhaust:

1. Install the **Down Pipe** in the same position as the stock down pipe. You will need to create room for this **Down Pipe** by bending back the pinch weld connecting the firewall to the floor in the area where the **Down Pipe** will pass through. Make sure that there is adequate clearance around the **Down Pipe** so that there will not be any interference after the **Down Pipe** is installed. Connect the flared end of the **Down Pipe** to the turbo using the stock band clamp. Do not fully tighten until all components are in place.
2. Attach the **Mid Pipe** to the **Down Pipe** using the **3" Clamp** supplied to secure the slip joint.
3. Install the stock catalytic converter onto the **Mid-Pipe** using the supplied **3/8" Hardware**.
4. Using the supplied **3.5" Clamp** install the **3.5" ID to 4" OD Adaptor** onto the stock catalytic converter.
5. Install the **Hanger Bracket** onto a **4" Band Clamp** using the procedure shown below. Hang the hanger assembly in the stock rubber insulators. Snug up the nut to keep the bracket from falling out. (hanger bracket not exactly as shown)



6. The **Extension Pipes** may need to be cut. Refer to the figure below to determine the cut length required.



7. Attach the two **Extension Pipes** to each other using **4" Clamp** and attach the extension pipe assembly to the **3.5" ID to 4" OD Adaptor**. Using the hanger assembly from step 5, place the hanger assembly into the rubber insulator located on the frame beside this joint and loosely install around the slip joint.
8. Install the **Hanger Bracket** onto a **4" Band Clamp** repeated the method from step 5. Install the **Muffler** over the **Extension Pipe**. Place the hanger assembly into the rubber insulator located on the frame beside this joint and loosely install around slip joint.
Note: Temporarily install the **Muffler** in place and measure from the front of the **Muffler** to the **Mid-Pipe**. This will give you the required length to cut the two **Extension Pipes**. Cut the two **Extension Pipes** to the required length.
9. Install the **Dual Hanger Bracket** onto a **4" Band Clamp** repeat the method from step 5. Install the **Over-Axle Pipe** from the rear of the truck, over the axle and attach to the **Muffler** outlet securing it with the hanger assembly.
10. Install the **Tail Pipe** hanger into the factory rubber insulator. Then install the **Tail Pipe** onto the **Over-Axle Pipe** securing it with the remaining **4" Band Clamp**.
11. Adjust the **Tail Pipe** and check along the whole length of the exhaust system to ensure that there is adequate clearance around the spare tire, fuel and brake lines or any wiring. If any interference is detected relocate or adjust.
12. Tighten all hardware and clamps, starting at the front and working rearward to secure the system. Check along the full length of the exhaust system to ensure there is adequate clearance for fuel lines, vent lines, brake lines, frame, bodywork, suspension and any wiring, etc. If there is any interference detected, relocate or adjust to provide adequate clearance. Ensure all clamp connections are secure and components are unable to rotate or slide. Band clamps require approximately 45 lb-ft (60 N-m) of torque. Verify clearances, system security and band clamp torque after 30-60 miles (50-100 km) of driving.

Congratulations! You are ready to begin experiencing the improved power, sound and driving experience of your **MBRP** performance exhaust system. We hope you enjoy your purchase.